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MAIL DAY)  
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of Hongkong and the  
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## ANNOUNCEMENT.

The wedding of the Rev. E. W. L. Martin of St. John's Hall and Miss Kathleen Stewart of St. Paul's Hostel is announced to take place in St. John's Cathedral on Tuesday next, 12th inst., at 5 p.m.

## The China Mail.

TRUTH, JUSTICE, PUBLIC SERVICE.

HONGKONG, THURSDAY, JULY 7, 1921.

SIGN, PLEASE.

One used to hear that in the shops at Home, you know. We had bought something, frequently not the thing we went in for. The naughty young lady wrapped it up, and scribbled on a piece of paper, and said to the affable person in the frock-suit, "Sign, Please." And we paid with real money, gold or silver, and had no idea that there could really be a war like the one that came, and is still going, and looks like going on for ever—for silence cannot be considered cured until the scales are gone. However, all that is beside the mark, and "Sign, Please" for Hongkong to-day means that petition to Parliament for what is called Constitutional Reform. That was a handy title at one time, and is not even now unadjective, but it has become, so to speak, shop-soiled. This is a petition for Fair Representation. It is a petition to Make Hongkong safer for Democracy. It is a petition against Departmental Princianism. It is a petition to release the Colony from archaic shackles, and bring us up to date. It is a petition for a necessary political Spring Cleaning. It is a petition to Right a Wrong. It is not a petition for a perfect Constitution—that is why some of us have been lukewarm in our support

form quite as important as that now petitioned for will yet be demanded, that is the election of Crown Colony governors. The fact that this is not in the petition is, perhaps, another excellent reason why you should sign it. "Sign, Please."

## LOCAL AND GENERAL.

A clean bill of health was returned for the Colony yesterday.

Mr. R. Hichens has passed his examination as second mate (s.s.)

A special offer in white boots and shoes is made by Messrs. Mackintosh & Co., Ltd., in our advertising columns.

To-morrow the Wilshire Regiment will celebrate the Battle of Trones Wood on lines similar to those followed last year.

Working on a ship in the course of construction at Ko-loon Docks, a man accidentally fell into the bottom of the vessel last night, receiving injuries serious enough to require treatment at the hospital.

For the unlawful possession of Tsimshatsui of 1,500 dollars "Sparrow" brand cigarettes, a Chinese charged by Sergeant Lane this morning was fined \$50, or five weeks' hard labour by Magistrate Orme. The cigarettes, which were found in a rattan basket, the defendant was carrying, were confiscated.

Following a supposed assault by a fare, a rischa coolie was found lying unconscious outside the Leong Sing Restaurant, in Hill Street, West Point, last night. He was removed to the Government Civil Hospital where at first his condition was considered serious, internal injuries being suspected. This morning he was pronounced to be out of danger, and should be fit for discharge in a couple of days' time.

Charged by Inspector Blackman, of No. 2 Police Station, with the unlawful possession of two pieces of plack, a Chinese informed Magistrate Orme that he was walking on the Praya last night when the wind blew the planks in from the sea. He picked them up with the intention of taking them home to use as firewood. The Inspector said that when brought to the station, the planks were quite dry and the Magistrate having decided to convict, added that the defendant had a previous conviction in 1914, when he had been banished for five years. This the defendant stubbornly denied until Sergeant Vincent produced his photograph. Sentence of 21 days with hard labour was passed.

A report regarded with suspicion by the police was made last night by a Hangau shop冷却 who alleged that while he was on his way to Kowloon City to buy pork for his master he was accosted near a matted at the top of the hill by two men, one of whom threatened him with a knife while the other bound his hands and feet with a stout piece of rope. According to his story they then searched his pockets, stealing \$1 belonging to his master. After the robbery had escaped down the hill in the direction of Ngau Shekwan, a grass cutter passed the spot and released him. The police favour the theory that the man misappropriated the money and invented the story of the robbery to explain its disappearance.

## NANNING BOMBED.

TUCHUN'S YAMEN REPORTED HIT.

## LATEST CANTON NEWS.

Two Cantonese aeroplanes flew over Nanning twice during this week. It is reported that three bombs were dropped on the second trip causing considerable damage to Liu Yung-tang's Yamen and that one of the bombs landed in Chong Ho-street. The Kwangsi troops were terrified and desertions are daily reported. This is the substance of a telegram received by a private business house in Canton from its agents in Nanning. The Director of the Aviation Bureau is testing another new machine which will be sent to the front some time this week. It is the largest machine that the Bureau has, having a seating capacity for 20 persons, says the Canton Times.

## RUMOURS DENIED.

"Contrary to rumours—purposely spread by the agents of Kwangsi militarists in Hongkong solely for the foreign papers—that the Cantonese have been defeated in the southwestern section of the province, we are informed by military headquarters that the Cantonese troops are taking the offensive against the invaders and that the invaders are retreating in great disorder into their own territory, says our Canton contemporary. Kowhow and several other cities have already been recaptured, while the enemy troops are being subjected to a rear attack by the troops sent by General Ngai Bon-ting. The enemy troops have been pressure to bear upon the bureaux of the Chinese who are glad to take our money under pretence of serving us, but really loathe us and fear us. A re-

## TROUBLE AT SEA.

## THE "TIKEMBANG" AFFAIR.

## PASSENGERS RELEASED.

The Crown having agreed with the solicitors for the defence that the crime of conspiracy, under the English Act, was not extraditable under the treaty, Magistrate Lindsell yesterday afternoon discharged the fugitives in the case in which one Chinese member of the crew of the J. C. L. s.s. "Tikembang," and nine Chinese passengers were charged on extradition warrants with having conspired together to revolt against the authority of Captain Bouman, while the vessel was on the high seas between Java and Hongkong, between June 3 and 5.

The trouble was alleged to have started with a fight between a Chinese member of the crew, and a Javanese cook, in which the Chinese got the worse of the argument because the Javanese was said to have been helped by one of his countrymen. This had the effect of incensing the Chinese passengers who made representation to the Captain. The latter investigated the matter, and finding the Javanese to be the aggressor, decided on a form of punishment which, however, did not satisfy the Chinese who demanded that the Javanese be tied to the mast and flogged. When Captain Bouman refused to consider such a drastic form of punishment, the Chinese were alleged to have threatened the Captain and his European officers with "consequences."

Mr. G. H. Wakeman, Crown Solicitor, applied for the men's extradition, Mr. M. K. Lo and Mr. Leo D'Almada, who each appeared for five of the fugitives, opposed the application on the ground that there was no precedent for the case. They also held that one member of the crew could not be guilty of revolt.

At the last hearing, it will be remembered, the Magistrate found that "the attitude of a number of passengers, headed by the fugitives, was exceedingly treacherous and menacing," but that a menacing attitude accompanied by threats, was not sufficient to constitute a revolt, and that "some definite act of violence must be proved before a charge of revolt can be established. Conspiracy to revolt there perhaps was, but there was no actual revolt."

However, the Magistrate detained the fugitives, on bail, pending the arrival of a definite charge from the Netherlands India Government who, Mr. Wakeman said, were making the extradition requisition. Upon entering a protest, the solicitors for the defence were promised opportunity to consider and later argue the legal aspects of this detention.

When the case was called yesterday, nine of the fugitives lined up before the Magistrate, the other man having been discharged at the last hearing because he had not been identified by any of the witnesses as a participant in the disturbance.

Replying to the Magistrate, Mr. Wakeman said that no requisition had yet been received from the Netherlands India Government.

Mr. D'Almada: Your Worship will remember that you gave your decision that there was no revolt, but only conspiracy to revolt.

The Magistrate: Well, there was some evidence of conspiracy.

Mr. D'Almada: I immediately urged, and Mr. Lo supported me, that in view of that decision the fugitives were entitled to their discharge on several grounds which I then mentioned. Since then, Mr. Lo has written to the Crown Solicitor asking whether he agrees with us. (1)—That a crime to be extraditable must be included in the list of crimes, not only of the Extradition Act, but also of the particular Extra-  
dition Treaty; and

(2)—That conspiracy to revolt is not within the Treaty between the Netherlands and England.

Mr. Wakeman's reply was: "I agree with your views as contained in your letter"; so that, with regard to those two points, the Crown is with us. There is the third point, raised by your Worship, that the words "any other crime" appear in Article II. of the Treaty. On that, I communicated with Mr. Wakeman and he intimated that in his opinion that portion of the Section was not applicable. That being so, I can see what other course can be left to your Worship except to discharge the fugitives. Not having found "revolt" to be proved the warrant before you now is a nullity and the fugitives are not really before you at all."

Mr. Lo agreed and said it was no use taking evidence on the warrant before the Court unless that warrant was something more than "a scrap of paper." It would be nothing else than a miscarriage of justice, or, at all events, a great hardship on the fugitives to be retained for "conspiracy to revolt" when it was agreed that that was not an extraditable

crime, and the extraditable crime of revolt had been found not proven.

Mr. Wakeman, in reply to the Magistrate, said he could only repeat that as the law stood: "we must wait for the requisition."

The Magistrate: Do you agree that conspiracy, in this particular treaty, is not applicable?

Mr. Wakeman: It is not.

The Magistrate: I do not see, then, what I can wait for.

Mr. Wakeman: We are simply in the middle of the proceedings. There is further evidence to call.

Mr. Lo: Only on technicalities.

The Magistrate said that, since the law officers of the Crown agreed with the defence that the crime of conspiracy, under the English Act, was not extraditable under the treaty, it was open to the Crown to permit nothing to hamper her traditional relations of good understanding with the United States.

## THEATRE ROYAL.

## H. B. WARING COMPANY.

## "DON" LAST NIGHT.

Rarely is it that a Hongkong audience will forego the well-arranged scramble for hats and coats to remain seated after the final fall of the curtain to applaud a performance. This unusual tribute was paid to the H. B. Waring Company last night after their splendid presentation of "Don," a recent London success including a character actually created by Mr. Charles Quatermaine. Perhaps never before was this signal honour better deserved. The play, one of two minor blunders excepted—the undue emphasis on matters religious in the last act, for instance—was admirable, always interesting and frequently amusing. The acting, even though the Waring Company, who have taught local theatregoers to expect good things, was unusually fine, all the players without exception making the most of their respective parts. The scenery was worthy of the production.

The plot was simple but clever. A quixotic young poet having acted on a chivalrous impulse to rescue the sensitive, helpless wife of a religious fanatic from a life of misery, neglect, and mental anguish, has taken her to the home of his father, the rector of Oldwick, when the irate husband arrives to add his strident voice to the general clamour raised by the outraged canon and the equally incensed parents of the young man's fiancee, all of whom chance to be gathered at the rectory. When natural suspicions, common to all except his betrothed, have been dispelled the young man finds vindication for his impetuous action in the happy return of a less disconsolate wife to a more tractable husband, and reward for his courage in the devotion of his fiancee. This happy result, however, is not achieved before many biting words have been spoken and the venturous poet has been threatened with a revolver by the infuriated husband. The detail of the play, the wordy warfare and the amusing recontres that all contributed so greatly to its success there is no room to mention here.

As already mentioned, the part of "Don," the erratic young poet was created by Mr. Charles Quatermaine in London. The reason for its immediate success was obvious at once. Last night, Mr. Quatermaine arrested it with his own personality and made a character study of unusual skill. His bearing in the tense scene in the last act when threatened with a revolver was particularly fine. Miss Jeanette Sherwin's natural charm contributed in no small measure to the happy impression created by her finished portrayal of the young man's fiancee. Miss Edith Smith was convincing as the fainting, overwrought wife and Mr. Frank Vosper as her treacherous husband, the embittered religious fanatic. Mr. C. Wordley Huise earned great favour as the choleric father, spluttering and raging at the slightest affront to his dignity. As his wife, a cynical woman of the world, Miss May Hallatt was characteristically good, while Miss Aly Reed as the doting mother was excellent, always tenderly, if volubly, solicitous. Mr. Christian Morrow gave a very capable portrayal of the typical country rector. Miss Madeline Grande played the part of Fanny, the maid.

The lively selections played by the Band of the Wilshire Regiment during the intervals were much appreciated. To-night the Company will present "Merely Mary Ann."

## YAUMATI SHOOTING AFFRAY.

## NOTORIOUS ROBBER CHIEF CAUGHT?

## INTERESTING RUMOUR.

There is persistent rumour among the Chinese today, that the man, reported to have been found by the police lying in a pool of blood outside No. 52, Reclamation Street, Yaumati, with three bullet wounds in his body, is Li Fook Lun, a notorious robber-chief responsible for many robberies and murders in the King's Hill district, Chinese territory.

In explanation of Japan's attitude, Count Uchida, the Japanese Foreign Minister, made the following statement to the Budget Committee of the Japanese House of Representatives on February 4, 1921: "So far as I understand, when Article 4 of the Anglo-Japanese agreement was signed, it was not affected by the approval of the United States Senate. Nor is it practically necessary to carry on the legal analysis of the question as to whether or not the Peace Commission Treaty signed and ratified by the United States and Great Britain in 1914 should be continued as a general arbitration treaty within the meaning of Article 4 of the Anglo-Japanese agreement. For, apart from that question, it was already well understood at the time of negotiating the existing agreement that the alliance should in no case be directed against the United States."

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She is satisfied that these two relations are in no way incompatible, but on the contrary, are complementary and even essential to each other.

## JAPAN AND CHINA.

"Charges have sometimes been made that the Alliance tends to encourage progressive designs on the part of Japan in China. If this were the case, it would be contrary to the preamble of the agreement which provides for the preservation of the common interests of all Powers in China by insuring the independence and integrity of the Chinese Empire and the principle of equal opportunities for the commerce and industry of all nations in China. Japan really realises that any such venture of aggression would be not only hopeless of attainment but destructive of her own security and welfare. She sincerely wishes for China the early and stable Government. She desires to cultivate relations with that country along the path of mutual respect and friendliness. Her vast commercial interests alone, even were there no other consideration involved, point unmistakably to the wisdom of such a policy. This is the basic principle of the Anglo-Japanese Alliance. The influence of the Alliance has been in no single instance exercised in an adverse direction."

## THE ANGLO-JAPANESE ALLIANCE.

## JAPAN'S ATTITUDE OUTLINED.

## RELATIONS WITH AMERICA.

## FOREIGN OFFICE COMMUNIQUE.

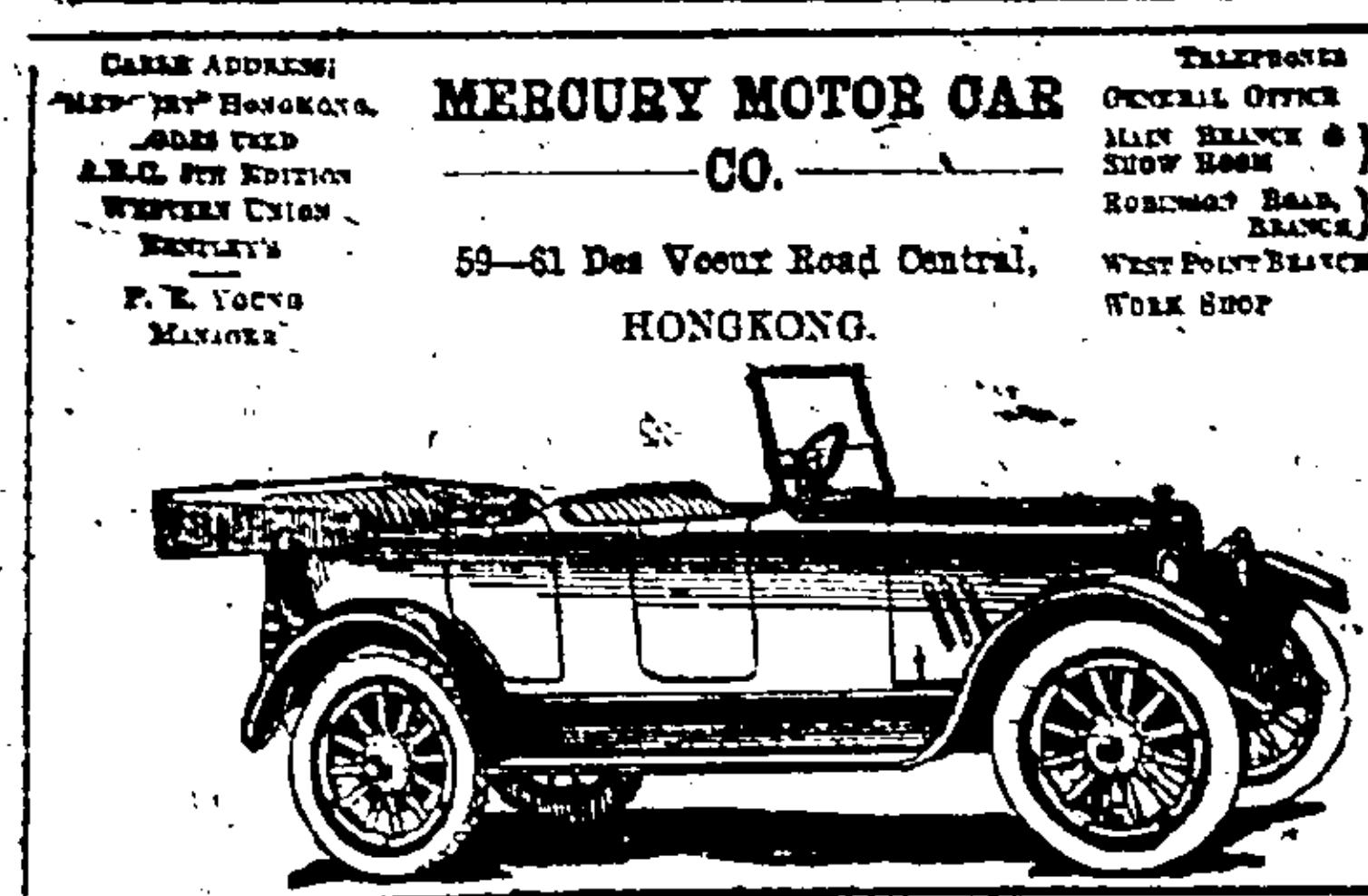
Japan's attitude towards the Anglo-Japanese alliance is defined in the following official statement, issued by the Japanese Foreign Office, which has been made available by the local Japanese Consul-General for publication.

"A commencement has not yet been made with negotiations in respect of continuation of the alliance between Great Britain and Japan. Yet work of propaganda appears already to have been set on foot with the object of misrepresenting the effect which the alliance is likely to produce upon the United States. By no stretch of imagination can it be honestly said that the alliance was even designed or remotely intended as an instrument of hostility or even defence against the United States. The Anglo-Japanese alliance in its history of nearly twenty years has twice been renewed. In each case the fundamental policy underlying it has remained unchanged. It aims permanently to reserve and to consolidate the general peace of the Far East. The original agreement of 1902 in line with that policy was designed to localize any war which might be forced upon either contracting party in defence of its defined interests or its vital security. It was made at a time when China was under the menace of foreign aggression and the United States, showing the utmost friendliness towards both parties to the alliance, viewed the compact with sympathy and approval.

In 1905 when the alliance was renewed and revised to meet the changed conditions that followed the Russo-Japanese war, no thought occurred to the statesmen of either country that the United States might possibly become the potential enemy of either and for that reason and that alone no provision was inserted taking so remote a contingency into consideration. The Alliance was again revised in 1911 and Article 4 of that agreement contains the following provision: "Should either high contracting party conclude a treaty of general arbitration with a third power—it is agreed that nothing in this agreement shall entail upon such contracting party an obligation to go to war with the power with whom such treaty of arbitration is in force." That provision in its relation to the United States has often been made the subject of conflicting interpretations. To the practical mind, however, the circumstances which led up to its inclusion should at once suffice to remove all doubt as to its significance. That idea of revising the alliance in 1911 was conceived primarily with the object of facilitating the negotiations which were known to be then in progress between London and Washington for the conclusion of a general arbitration treaty.

Neither Japan nor Great Britain has ever contemplated under the alliance any cases foreshadow prejudicial or inimical to the interests of the United States and any plan designed to remove the possibility of armed conflict between the United States and Great Britain was of course agreed. As far as Hongkong is concerned the Banque Industrielle was only acting as the Society's collecting agent and all funds were remitted to its head office with the exception of about \$1,000 retained here to meet local payments. The Society is making arrangements with another bank in Hongkong to collect for it. In the meantime all premiums should be sent direct to the Canton office.

## BANQUE INDUSTRIELLE.



## ODDS AND ENDS.

## MAINLY SCISSORS LOOT.

## No Crime Wave.

The report on the work of the London Metropolitan Police in 1920, which was issued, is, on the whole, very satisfactory. There has been no real increase in drunkenness since the armistice, though there has been an increase in the number of convictions due to the greater police vigilance now possible. Crimes of violence are not more numerous and the much-talked-of "wave of crime" has no basis in fact. But there has been a substantial increase in house-breaking and burglary, particularly in the suburbs, and for this the new conditions are largely responsible. Many people can no longer afford to keep servants and, with wives as well as husbands out at work, houses and flats are left unguarded. More efficient fastenings for doors and windows are, in the opinion of the Commissioner, urgently required. Unemployment has added much to the work of the police, but there has been hardly any serious trouble. The good sense and self-restraint of the people have made the maintenance of order a comparatively easy task.

## Lord Kitchener's Death.

A Philadelphia Public Ledger dispatch from Berlin alleges that the German Admiralty has now cleared up the mystery of Lord Kitchener's death. It states that on May 29, 1916, the German submarine W. 75, commanded by Lieut.-Commander Kurt Witzen, laid 34 mines near the spot where the cruiser "Hampshire" sank. Four days later, a chartered mine-sweeper was sent by one of those mines, but the news apparently, according to the German version, did not reach Admiral Jellicoe, or was overlooked by him in the confusion over the Battle of Jutland, because he ordered the "Hampshire," which was expected to carry to Russia Mr. Lloyd George, as well as Lord Kitchener, to follow a course to the west of the Orkneys on the assumption that submarines were not operating so far north.

## The Streets of London.

Speaking at a rescue work meeting at St. James's Church, Piccadilly, the Bishop of London said what the Colonial soldiers who came to this country were telling their mothers and wives about the streets of London was of the greatest injury to our prestige. "If we could only clean out those streets and squares of ours," he said, "many of us would go down on our knees in thankfulness. Many, many fall into the vortex of vice around this church, within a few yards of where you sit. Do you realize that these thousands of girls are not of a different class from others; they are not so down in the mud and hopeless, they are ordinary English girls? They are our own English girls, many of them brought up in the Church. Some have been drawn away by promises of marriage, weakness, temptation, and sometimes, though not often now, by poverty." Girls "on the streets" were worse than dead, he continued. Those who had been saved had become good wives and mothers.

## Book of Daniel.

When was the Book of Daniel written? It appears that the higher critics, besides maintaining that the book was not written by Daniel, have deducted a few centuries from its antiquity, dating it about 167 B.C. The Rev. W. St. Clair Tisdall, D.D., read a paper on "The Book of Daniel: Some Linguistic Evidence Regarding its Date," at the Victoria Institute, Central Hall, to prove that the higher critics are wrong in their calculations. The Book of Daniel, he said, "might well belong to something like the same time as the writing of the Assouan-Elephantine papyri. In some cases, the papyri being somewhat torn or worn-eaten, the date could no longer be read; but the number of documents in which these particulars were preserved was sufficient to show that they all belonged to the period between 500 and 400 B.C. Thus, taking Arthur Ungard's little collection, entitled "Aramaische Papyrus aus Elephantine," the first document—a letter from the Jewish community of Yeh (Elephantine) to Bagas (in the original "Bagohi"), Persian Governor of Judea, containing a forcible language of the destruction of the Jewish Temple at Elephantine "three years previously"—was dated "20th of Marcheswan year 17th of Darius the King." As Darius II reigned from 424 to 403 B.C., it was not difficult to discover that the appeal was written in

107 B.C.

Table-rapping and spiritualism have, says a German telegram, completely driven out of their wits a family of 11 people in the village of Knottenhofen. The father and mother, with their 9 children burned all the furniture, broke the china and all the electric lamps, and then decided to offer up a burnt sacrifice to the spirit of "pure love." They chose the youngest child, a baby of three months, for this sacrifice, but were stopped by the neighbours, who called in the police. The whole family has been taken away to an asylum.

## WEDDING SURPRISE.

BRIDEGROOM SAYS "I WON'T" AND WALKS OUT.

The bravest man in Germany lives at Gotha. The other day he went to the town hall with his intended bride and the wedding party for the marriage ceremony. In reply to the registrar's question whether he would take the woman to be his wedded wife, he replied in a determined manner, "No, I won't," took up his hat, and went away.

## T.K.K. "TENYO MARU."

## ALARMING REPORT RECEIVES EMPHATIC DENIAL.

Emphatic denial is made by the local manager of the Toya Kisen Kalaha of the report reprinted in the *China Mail* from a Japanese paper that the "Tenyo Maru" arriving from Hongkong via Shanghai outside Kobe harbour on June 28 had 450 cases of infectious disease on board and that one of two saloon passengers taken ill after leaving Nagasaki died on the evening of June 27. This report, the T.K.K. states, is absolutely ridiculous. Actually only one case of disease occurred on board the ss. "Tenyo Maru" at Kobe and it was for that reason the vessel was placed in quarantine.

## SPORT.

## LEAGUE TENNIS.

## TABLE OF RESULTS.

Following are the tables of results of the "A" and "B" Divisions of the Hongkong Lawn Tennis League. Club de Recreio have won the "B" Division with six wins out of six matches played, and one on hand, a very creditable performance, especially when opposed to such formidable teams as the Chinese R.C., the Kowloon C.C. The "A" division has not yet been completed. So far the Indian R.C. and the United Services R.C. are bracketed at the top of the table each having won two matches with three to play. Owing to the unfavourable weather conditions the clubs will play each only once. A fine struggle for supremacy is promised between the leaders and the Chinese R.C. who are also in the running, having won the only match played, with four in hand. The Chinese are hot favourites for championship honours, and with the help of Ng Sze-kwong, W. Lok Wei, the Lo brothers and Wong Po Keung, they should fulfil expectations.

A DIVISION. P. W. L. P.  
Indian R.C. .... 2 2 0 2  
United Service R.C. .... 2 2 0 2  
Chinese R.C. .... 1 1 0 1  
Hongkong C.C. .... 3 1 2 1  
Kowloon C.C. .... 3 1 2 1  
Civil Service C.C. .... 3 0 3 0

B DIVISION.  
Club de Recreio ..... 6 6 0 6  
Chinese R.C. (B) ..... 6 4 2 4  
Kowloon C.C. (B) ..... 5 3 2 3  
University ..... 6 3 3 3  
Queen's College ..... 5 2 3 2  
Indian R.C. (B) ..... 5 2 3 2  
Craigenrook ..... 5 1 4 1  
Civil Service (B) ..... 6 1 4 1

Note.—Club de Recreio have won B. Division. A. Division will only play each other once owing to bad weather.

## TO-DAY'S ADVERTISEMENTS.

## NOTICE.

NOTICE IS HEREBY GIVEN that the HONGKONG DOLLAR DIRECTORY has been acquired, as from July 7th 1921, by the undersigned with all rights and titles, and will hereafter be published by them. No claims against the Hongkong Dollar Directory incurred prior to this date will be admitted by the undersigned.

THE NEWSPAPER ENTERPRISE LTD.  
5 Wyndham Street,  
Hongkong, July 7, 1921.

## NIPPON YUSEN KAISHA.

## NOTICE TO CONSIGNEES.

## From EUROPE AND STRAITS.

## THE Company's Steamship

## "MISIMA MARU."

having arrived from the above ports.

Consignees of Cargo are hereby informed

that their Goods are being landed and

placed at their risk in the Horowitz

and KOWLOON WHARF AND GODOWN CO.'s

Godowns at Kowloon, where such consign

ment will be sorted out mark by mark and

delivery can be obtained as soon as the

Goods are landed.

"Optional Goods" will be carried on

unless instructions are given to the

contrary before NOON, TO-DAY.

Goods not cleared by the 14th July, 1921, will be subject to rent.

Damaged packages must be left in the

Godown for examination by the Consignee

and the Co.'s representatives at an apoint-

ed hour on TUESDAY and FRIDAY.

All claims must be presented within

ten days of the steamer's arriva-

lure, after which date they cannot be

recognized. No claim will be admitted

after the goods have left the Godown.

NIPPON YUSEN KAISHA,

Agents,

Hongkong, July 7, 1921.

WITNESS TO THE ABOVE STATEMENT

IN WITNESS WHEREOF,

YOSHIO KAWABE,

Agent,

Hongkong, July 7, 1921.

IN WITNESS WHEREOF,

YOSHIO KAWABE,

Agent,

Hongkong, July 7, 1921.

IN WITNESS WHEREOF,

YOSHIO KAWABE,

Agent,

Hongkong, July 7, 1921.

## TO-DAY'S NEW ADVERTISEMENTS.

## IN THE SUPREME COURT OF HONGKONG.

## COMPANIES WINDING UP.

## NO. 1 OF 1921.

## RE BANQUE INDUSTRIELLE DE CHINE.

## NOTICE IS HEREBY GIVEN

that a Petition for the winding up in Hongkong of the above-named Bank by the Supreme Court of Hongkong was, on the Second day of July 1921 presented to the said Court by the said Bank.

On the filing of such Petition the Court made an Order that the Official Receiver be appointed Provisional Liquidator for the purpose of taking possession of, collecting in and protecting the estate and effects in Hongkong of the said Bank and for carrying on the said Bank so far as may be beneficial for the winding up thereof until further order and further that, until further order, Mr. Ernest Alfred Mountford Williams, a partner in the Firm of Lowe, Bingham & Matthews of Victoria, Hongkong, Chartered Accountant, be appointed to act as Special Manager to assist the Provisional Liquidator in his duties.

Dated the 2nd day of July, 1921.

DEACON, LOOKER, DEACON & HARSTON,

Solicitors for the Bank,

No. 1 Des Voeux Read Central,

Victoria, Hongkong.

Comprising—

Porcelain Vases, GINGER JARS, Bowls, Wine cups, JESSES, Wall plates, Inlaid panels, Flower pots of Kanghi to TOWKONG Periods.

Enamelled and cloisonne Plates and

Vases, Bronze vases and incense burners,

Crystal, Agate and Jade Figures and

Ornaments. Also

One Yellow Vase—Kanghi,

Four Jade inlaid Plaques—Kien-

lung.

And

A few pieces of Soochow

Redwood ware.

On view from Wednesday the 13th inst.

Catalogues will be issued.

Ter as:—Cash.

LAMMERT BROS.,

Antioners.

Hongkong, July 7, 1921.

IN THE SUPREME COURT OF HONGKONG.

COMPANIES WINDING UP.

NO. 1 OF 1921.

RE BANQUE INDUSTRIELLE DE CHINE.

NOTICE IS HEREBY GIVEN

that a Petition for the winding up in Hongkong of the above-named Bank by the Supreme Court of Hongkong was, on the Second day of July 1921 presented to the said Court by the said Bank.

On the filing of such Petition the Court made an Order that the Official Receiver be appointed Provisional Liquidator for the purpose of taking possession of, collecting in and protecting the estate and effects in Hongkong of the said Bank and for carrying on the said Bank so far as may be beneficial for the winding up thereof until further order and further that, until further order, Mr. Ernest Alfred Mountford Williams, a partner in the Firm of Lowe, Bingham & Matthews of Victoria, Hongkong, Chartered Accountant, be appointed to act as Special Manager to assist the Provisional Liquidator in his duties.

Dated the 2nd day of July, 1921.

DEACON, LOOKER, DEACON & HARSTON,

Solicitors for the Bank,

No. 1 Des Voeux Read Central,

Victoria, Hongkong.

Comprising—

Dining Suites, Chesterfield Sofas,

Arm-chairs (new), Card and Occasional

Tables, TEAKWOOD Twin Bedsteads

large and small Wardrobes, Dressing

Tables and Chairs, Washstands &

(fumed Teakwood), Sideboards, Dinner

Wagons, Dinner Services, Crockery, &

Glass Ware, Cooking Stoves, Cutlery,

&c., Bath Room Utensils, Electro-plated

Ware, One American Ice Chest,

Electric Reading Lamps, Screens,

Sundry Blackwood Furniture, Chairs,

Cabinets, Pictures, &c.

Also

One Copper Bath, &c.,

(Full Particulars from Catalogue).

Terms: Cash on delivery.

## SHIPPING

## HONGKONG, CANTON &amp; MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON &amp; MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION CO. LTD.

## HONGKONG-CANTON LINE

Sailings.—To Canton daily at 8 a.m. (Sundays excepted) and 10 p.m. From Canton daily at 8 a.m. (Sundays excepted) and 8 p.m.

SERVICE OF THE HONGKONG, CANTON &amp; MACAO STEAMBOAT CO., LTD.

## HONGKONG-MACAO LINE

To Macao—Daily at 8 a.m. and 2 p.m. (Sundays at 9 a.m. only). From Macao—Daily at 8 a.m. and 2 p.m. (Sundays at 8 p.m. only).

Further information may be obtained at the Company's Office, Hotel Mansions, or from Messrs. Thos. Cook &amp; Sons, Booking Agents, Hongkong.

## DODWELL &amp; COMPANY, LTD.

## REGULAR SAILINGS TO NEW YORK &amp; BOSTON.

FOR NEW YORK VIA SUEZ.

S.S. "BOLTON CASTLE". . . . . Sailing on or about 2nd August.

## LLOYD TRIESTINO

TAKING CARGO ON THROUGH HILLS OF LADING FOR LEVANT, BLACK SEA &amp; DANUBE PORTS.

PIREUS having been re-opened for traffic, cargo is also accepted for this port through Bills of Lading.

## FOR BRINDISI, VENICE, AND TRIESTE.

VIA SINGAPORE, PENANG and COLOMBO.

S.S. "CILICIA". . . . . Sailing on or about 10th August.

## Carry only.

## FOR SHANGHAI.

S.S. "CILICIA". . . . . Sailing end of July.

Passenger Luggage can be insured at the office of the Agents.

## NATAL LINE OF STEAMERS

Regular Passenger and Cargo Service to SOUTH AFRICAN PORTS FROM COLOMBO

S.S. "UMKUZI". . . . . Sailing about July 30th.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to:

DODWELL &amp; CO., LTD., Agents.

## OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

GODON, ANTWERP, ROTTERDAM &amp; HAMBURG—Monthly direct via Suez Canal and Port Said.

SINGAPORE, TAIWAN, Friday, 14th July.

BUENOS AIRES—Rio de Janeiro, Santos, Mauritius, Durban &amp; Cape Town via Suez.

## TOMA MARU.

Friday, 15th July.

BOMBAY &amp; COLOMBO—Regular fortnightly service via Singapore.

INDUS MARU. Wednesday, 13th July.

DELI &amp; BANGKOK VIA SAIGON &amp; SINGAPORE—Regular Monthly service.

## KISHU MARU.

Monday, 1st August.

Excellent accommodation for 1st and 3rd class passengers.

SYDNEY &amp; MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

VICTORIA, VANCOUVER, SEATTLE &amp; TACOMA—Via Shanghai and Dairen—Regular fortnightly passenger service touching at intermediate ports in Java taking cargo to OVERLAND POINTS U.S.A. in connection with Chicago Milwaukee and St. Paul Railway.

ARABIA MARU. Saturday, 9th July.

ARABIA MARU. Wednesday, 20th July.

DAIREN.

NEW YORK, via PANAMA.

## HAVANA MARU.

Thursday, 14th July.

NEW ORLEANS, via SUEZ.

JAPAN PORTS—Kobe direct.

## JAVA MARU.

Sunday, 10th July.

KEELUNG via SWATOW &amp; AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O.S.K. wharf near the Harbour Office.

## KAOI MARU.

Sunday, 10th July.

TAKAO via SWATOW and AMOY.

## BORSHU MARU.

Thursday, 14th July.

For sailing dates and further particulars please apply to:

Y. YASUDA, Manager.

Tel. No. 744 and 745.

## NEW YORK DIRECT.

JOINT SERVICE OF THE

## "BLUE FUNNEL" LINE

(OCEAN S.S. CO., LTD. &amp; CHINA MUTUAL R.R. CO., LTD.)

## AND

## AMERICAN &amp; MANCHURIAN LINE

GELLERMAN &amp; BUCKNALL S.S. CO., LTD.)

SAILINGS FROM HONGKONG.

"CITY OF NORWICH". . . . . Via Suez Canal. . . . . 9th July.

## Calls at Boston.

Steamers proceed via Suez Canal or Panama Canal at Owners option.

Subject to change without notice.

For freight and particulars apply to:

BUTTERFIELD &amp; SWIRE OR THE BANK LINE, LTD., HONGKONG.

HONGKONG &amp; CANTON. KETS: 6.00. CANTON.

## CHINA-AUSTRALIA MAIL S.S. LINE.

For AUSTRALIAN PORTS via MANILA &amp; SANDAKAN.

"VICTORIA". . . . . 20th August.

For Freight and Passage, apply to:

## THE CHINA &amp; AUSTRALIA S.S. CO., LTD.

Agents.

Telephone No. 2307. 112, Connaught Road Central.

## SHIPPING

C. N. C.  
CHINA NAVIGATION CO., LTD.

## SAILING SUBJECT TO ALTERATION

FROM	TO	DATE
AMOY AND SHANGHAI	FOOCHOW	To day at 4 p.m.
SWATOW AND SINGAPORE	CHANGCHOW	July 8 at 10 a.m.
MANILA, CEBU AND ILOILO	LINAO	July 9 at 3 p.m.
SHANGHAI	KIUCHANG	July 9 at 8 p.m.
SHANGHAI AND TSINGTAO	INGHOU	July 10 at 12 m.
SWATOW & BANGKOK	CACAU	July 12 at 10 a.m.
SHANGHAI AND PUERK	CHANTUO	July 13 at Noon.
WEIHAIWEI, CHEFOO & TIENTSIN	KONGMING	July 14 at Noon.
SWATOW AND SINGAPORE	HUPU	July 15 at Noon.
SHANGHAI	TSINGTAO	July 16 at 4 p.m.
SHANGHAI AND TSINGTAO	TSINGTAO	July 17 at Noon.
SHANGHAI AND PUERK	TSINGTAO	July 18 at 4 p.m.
SHANGHAI AND TSINGTAO	TSINGTAO	July 19 at Noon.
SHANGHAI AND PUERK	TSINGTAO	July 20 at 4 p.m.
SHANGHAI, LAKE, PASSENGERS, MAIL AND CARGO	TSINGTAO	July 21 at 4 p.m.
Saloon accommodation and electric fans in Saloon and State-room. Cabin schedules service between Canton, Hongkong, Shanghai (third week) and Tsingtao (weekly), taking cargo on through Bills of Lading to all Yunnan and Northern China Ports. Passengers are landed to Shanghai, avoiding the inconvenience of transhipment at Woosung.	TSINGTAO	July 22 at 4 p.m.
PEKING LINE	TSINGTAO	Weekly service to and from Bangkok via Swallow.
For Freight or Passage apply to:	TSINGTAO	

BUTTERFIELD & SWIRE,  
AGENTS.

Telephone No. 28.



Operating the following U.S. Shipping Board Steamers

## PASSENGER &amp; FREIGHT SERVICE.

FOR VICTORIA, B.C. AND SEATTLE.

Calling Shanghai-Kobe-Yokohama.

LEAVE HONGKONG ARRIVE SEATTLE.

SS. "WHEATLAND MONTANA". . . . . July 20th.

SS. "SILVER STATE". . . . . Aug. 13th. . . . . Sept. 2nd.

SS. "CROSSEYS". . . . . Aug. 15th. . . . . Sept. 2nd.

SS. "KEYSTONE STATE". . . . . Sept. 2nd. . . . . Sept. 22nd.

SS. "WENATCHEE". . . . . Oct. 2nd. . . . . Oct. 22nd.

## FOR PORTLAND DIRECT.

Calling Shanghai-Kobe-Yokohama.

SS. "COAXIT". . . . . July 22nd.

SS. "MONTAGUE". . . . . Calling Manilla, Shanghai.

August 7th.

Through Bills of Lading issued to Overland common point Passenger and Freight Particulars.

THE ADMIRAL LINE,

Telephones 2477 &amp; 2478. 5th Floor, Hotel Mansions

## SERVICE TO UNITED STATES

## FOR NEW YORK and/or BOSTON.

Via Panama

"BELLFLOWER". . . . . July 15th.

For freight space and particulars apply to:

## THE BARBER STEAMSHIP LINES, INC.

## THE ADMIRAL LINE,

TELEPHONES 2477 &amp; 2478. AGENTS

5TH FLOOR HOTEL MANSIONS.

SAIGON—SINGAPORE—BATAVIA and other JAVA PORTS.

## PASSENGERS &amp; FREIGHT

FOR SINGAPORE—DIRECT.

CADARETTA. . . . . sailing July 14th.

## FREIGHT ONLY.

FOR SAIGON—SINGAPORE—JAVA PORTS.

LAKE ONAWA. . . . . sailing Aug. 8th.

OPERATED FOR ACCOUNT OF U.S.S. BOARD.

## OFFICES

5TH FLOOR HOTEL MANSIONS. PASSENGER OFFICE QUEEN'S BUILDING, 21st HOUSE ST.

TELEPHONE 2477 &amp; 2478.

Subject to change without notice.

THE ADMIRAL LINE.

REGULAR FREIGHT AND PASSENGER SERVICE.

BETWEEN JAPAN, HONGKONG AND CHINA.

SAIGON—SINGAPORE—BATAVIA and other JAVA PORTS.

Sailings subject to alteration.

## FOR JAVA.

Ports of call—Batavia, Semarang, Soemba, Macassar and Balikpapan.

S.S. "MACASSAR MARU". . . . . Sailing on or about 28th July.

All steamers have excellent passenger accommodations, and are fitted with Electric Light, Fans and Wireless Telegraph.

For further information please apply to:

K. SUZUKI,

Manager.

No. 5, Queen's Building.

Subject to change without notice.

THE BANK LINE, LTD.

MANAGING AGENT.

General Manager.

Subject to change without notice.

THE BANK LINE, LTD.

MANAGING AGENT.

General Manager.

Subject to change without notice.

THE BANK LINE, LTD.

MANAGING AGENT.

General Manager.

Subject to change without notice.

THE BANK LINE, LTD.

MANAGING AGENT.

General Manager.

Subject to change without notice.

## SHIPPING

**P. & O.-BRITISH INDIA  
APCAR AND  
EASTERN & AUSTRALIAN  
LINES**

(COMPANIES incorporated in ENGLAND).

**MAIL AND PASSENGER SERVICES**

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND AND QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, &c.

**PENINSULAR & ORIENTAL SAILINGS (South)**

S. S.	Tons	From Hongkong (about)	Destination
"DILWARA"	5,400	5th July	Singapore, Colombo, Bombay, Madras, London & A. wmp.
"SYRIA"	7,000	5th July	MARSEILLE, LONDON & A. wmp.
"KALYAN"	9,000	6th Aug.	MARSEILLE, LONDON & A. wmp.
"MANELA"	7,200	19th Aug.	MARSEILLE, LONDON & A. wmp.
"KASHMIR"	8,000	3rd Sept.	MARSEILLE, LONDON & A. wmp.
"KEYSER"	9,000	16th Sept.	MARSEILLE, LONDON & A. wmp.
"BOMAI"	7,000	30th Sept.	MARSEILLE, LONDON & A. wmp.

**BRITISH INDIA-APCAR SAILINGS (South)**

S. S.	Tons	From Hongkong (about)	Destination
"TORRILLA"	5,200	14th July	Calcutta, via Singapore, Penang and Rangoon.

**EASTERN & AUSTRALIAN SAILINGS (South)**

S. S.	Tons	From Hongkong (about)	Destination
"KANGWNA"	7,000	25th July	Sandakan, Thursday Island, Townsville, Brisbane, Sydney and Melbourne.
"ST. ALBANS"	4,500	2nd Aug.	
"EASTERN"	4,000	10th Sept.	

**SAILINGS TO SHANGHAI & JAPAN**

S. S.	Tons	From Hongkong (about)	Destination
"GREGORY APCAR"	4,700	8th July	Amyo Shanghai and Kobe.
"KALYAN"	8,000	11th July	Shanghai and Japan.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Tickets Interchangeable.  
1st Cabin Passengers may travel by B.I.S.N. Company's steamers between Singapore, Penang and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

All Cabins are fitted with Electric Fans free of charge.

Passengers and Baggage etc. are liable to be cancelled or altered without notice.

Parcels Measuring not more than 3 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to noon on the day previous to mailing.

NOTICE TO CONSIGNERS  
Conditions are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.

All damaged packages must be left in the Godowns for examination on MONDAYS and THURSDAYS. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godown.

For further information, Passage Fare, Freight, and tonnage, etc., apply to:  
**MACKINNON, MACKENZIE & CO.**  
22, Des Voeux Road Central, HONGKONG.

**E. HING & CO.**  
LARGE STOCK OF SHIPBUILDING MATERIALS,  
viz. Steel Ship Plates, Angles and Bars.  
Also Shipchandlery Articles.  
Telephone No. 1118. 25, Wing Woo Street, Central.

**N. Y. K.**  
NIPPON YUSEN KAISHA.  
S. I. 1921 FROM HONGKONG SUBJECT TO ALTERATION.

**SEATTLE & VICTORIA TO VANCOUVER via Manila, Keelung, Shanghai & Japan ports.**  
Cargo to Overland Points U.S. in connection with Great Northern, Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.

"KASHIMA MARU" (Omit, Manila) ... Tuesday, 13th July, at 11 a.m.  
"SYRIA MARU" ... Friday, 20th July, at 11 a.m.  
"FUSHIMI MARU" (omit, Manila) ... Tuesday, 24th Aug. at 11 a.m.

**LONDON & ANTWERP** via Singapore, Malacca, Penang, Colombo, Suez, Port Said & Marseilles.

"KAGA MARU" ... Friday, 8th July, at 11 a.m.  
"YOKOHAMA MARU" ... Saturday, 21st July, at 11 a.m.  
"KIKI MARU" ... Friday, 5th Aug., at 11 a.m.

**HAMBURG, MARSEILLES, LONDON & ROTTERDAM.**  
LIVERPOOL & MARSEILLES via Suez.

"TRUYAMA MARU" ... Friday, 8th July.

**BIDNEY & MELBOURNE** via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

"NIKKO MARU" ... Tuesday, 19th July, at 11 a.m.  
"AKI MARU" ... Tuesday, 16th Aug., at 11 a.m.

**NEW YORK via SUEZ.**  
"TAKETOTO MARU" ... Friday, 8th July.

**SOUTH AMERICAN PORTS** via Cape.

"KANAGAWA MARU" ... Friday, 16th September.

**BOMBAY & COLOMBO** via Singapore.

"TOTOMI MARU" ... Sunday, 10th July.

"WAKARA MARU" ... Monday, 25th July.

**CALCUTTA & RANGOON** via Singapore & Penang.

"MURORAN MARU" ... Wednesday, 18th July.

**JAPAN PORTS**—Nagasaki, Kobe & Yokohama.

"ARI MARU" ... Saturday, 18th July, at 11 a.m.

**CHONGMING, KOBE & YOKOHAMA.**

"TAMBA MARU" ... Tuesday, 12th July.

"YOKOHAMA MARU" (Kobe direct) ... Wednesday, 13th July.

"MISIMA MARU" ... Friday, 16th July, at 11 a.m.

For further information apply to:

**NIPPON YUSEN KAISHA**  
K. KANEI Manager.

Telephone 6 Nov. 222.

## SHIPPING

## THE GYROSCOPE AT SEA.

## PRACTICAL APPLICATION TO STEAMERS.

The war interrupted the development of the gyroscope as a means of stabilising ships. But this important work has now been resumed and the whole shipping world is looking on with interest at experiments on actual vessels and models, which already promise remarkable improvements in sea travel. Apparatus to neutralise the rolling caused by waves first of all appeals to passenger liner companies. For the shipping of cattle it is also a remarkable improvement, for rough passage considerably deteriorates animals. Its application to destroyers in the Navy is another important branch of work. In the past it has been impossible with a destroyer in heavy weather to hit anything except at point blank range, but stabilisation of the ship offers immense advantages for naval gunnery.

The Sperry Gyroscopic Ship Stabiliser may be fitted to any vessel. In the case of a 10,000-tonner the machine would occupy space amounting to 18 ft. by 18 ft. by 20 ft., and weighing 150 tons. Another important advantage to note is that in building ships for the North Atlantic run it is necessary to allow a reserve of horsepower to maintain speed in bad weather. If a vessel is stabilised this reserve can be reduced. This saving in the main propelling machinery and in coal and costs would soon pay for the installation of the gyroscope.

During recent years a great deal of information has been obtained with regard to the laws governing the motion of a vessel when acted upon by ocean waves, and the practical application of the information so gained is now seen in the development of the Sperry system of stabilising vessels by means of a closely controlled gyroscope.

It has been found that the period of the waves does not remain constant for any length of time, consequently when a vessel is acted upon by a series of waves the roll will steadily increase so long as the period of the waves remains constant, and approximate to the natural rolling period of the vessel. As soon as the period of the waves changes, however, the lack of synchronism between the roll of the vessel and the waves, tends to reduce the roll, so that the net result is that the rolling of the vessel is alternately increasing and decreasing under the action of the waves, and that the individual effect of each wave on the vessel is small when compared with the total rolling amplitude produced by a series of waves.

Mr. Elmer Sperry conceived the idea of so controlling the movement of a gyroscope as to be able to counteract each individual wave impulse as it was received. His system of stabilisation consists essentially in employing a large gyroscope capable of impressing upon the vessel a reasonable stabilising torque, and a small controlling gyroscope which, being very sensitive to the slightest rolling acceleration of the vessel, brings the stabilising torque of the main gyroscope into play exactly when required. The success of the Sperry system depends essentially on this accuracy of control, and has demonstrated that it is possible to maintain a vessel within two degrees of the vertical under practically any conditions.

The success of this system has brought to light several interesting facts which were not fully appreciated before. One is that when a vessel is stabilised a very great reduction in the tow-rope resistance is obtained. In recent tests at the Washington Experimental Tank with a 20ft. model, the tow-rope resistance was measured when the vessel was proceeding at 15 knots, and was rolling under the action of waves through an angle of 25 deg. The model was fitted with a Sperry stabiliser, and the tow-rope resistance was again measured when the model was proceeding at the same speed again under the action of the waves in the tank, but with the stabiliser in operation. In this latter case the tow-rope resistance was 10 per cent. less than when the model was free to roll. This saving does not take into account the yawing which always accompanies rolling, as in the experiments the model was so secured that it could not yaw. In practice, however, it has been found that when a vessel is stabilised she loses all tendency to yaw, and can be steered with as little helm as when she is proceeding in calm water.

The reason for this interesting fact has been proved mathematically by a Japanese naval architect, Dr. Suyehiro Hoogihara, in a paper which he recently read before the Institution of Naval Architects in London. In 1867, the Royal James and Mary had arrived from Sumatra with "a cargo of betare, pepper and redwood candy" which she took on at Madras and coming up to the Hoogihara struck the shoal, turned over and broke her back. The spot took its name from this disaster.

## NO ROLLING MOMENTUM.

When a vessel is stabilised there is no tendency for waves to break on board causing damage to the ship's equipment, because the vessel has no rolling momentum. When a vessel is rolling freely she acquires a very great momentum in the rolling

## Scientific

Kruschka  
Sails

A. S. Watson & Co. Ltd., Sole Agents for Hong Kong and Southern China.

## NOTICES TO CONSIGNEES

VERENIGDE NEDERLANDSCHE SCHERPAVAART - MAATSCHAPPIJ (United Netherlands Navigation Co.).

HOLLAND-OOST AZIË LINN. (Holland-East Asia Line.)

## NOTICE TO CONSIGNEES

From: HAMBURG, AMSTERDAM, LA PALICE, GENOA, LISBON & SINGAPORE

## H. STEAMSHIP

"RADJA."

having arrived from the above Ports, Consignees of Cargo by her are notified that all goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

Goods not cleared by the 10th July, 1921, will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined on the 9th July, 1921, at 10 A.M. by Messrs. Goddard & Douglas.

Claims against the steamer must be presented in writing within ten days of arrival of steamer, otherwise they will not be recognised.

No Fire Insurance will be effected by the undersigned in any case whatever.

Bills of Lading will be countersigned by

JAVA-CHINA-JAPAN LINE,

General Agents.

Hongkong, July 4, 1921.

## P. &amp; O. S. N. CO.

STEAMERS FOR  
STRAITS, COLOMBO, AUS-  
TRALIA, BOMBAY, EGYPT,  
MEDITERRANEAN PORTS  
& LONDON.

Through Bills of Lading issued for Batavia, Persian Gulf, Continental, American and South African Ports.

"HE Steamship "DILWARA," Captain BABU, carrying His Majesty's Mail, will be despatched from this Port on or about SATURDAY, 6th July, 1921, taking Passengers and Cargo for the above Ports.

Silk and Valuables and Tea for Italy, France and London (under arrangement) will be transhipped at Bombay into the Mail Steamer proceeding direct to Marseilles and London.

Parcels will be received at this Office until 3 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars apply to—  
MACKINNON, MACKENZIE  
& CO.

Hongkong, June 27, 1921.

## PACIFIC CONFERENCE.

A Kokusai telegram says—  
Three organisations have been formed as substitutes for the Pacific Westbound Freight Conference, which has been disbanded.

An announcement has been made in California, which states that the Westbound is composed of the California shipowners, the North Pacific and the Columbia Rivers. The Robert Dollar and the China Mail Steamship Companies will not join the California Westbound, but will be represented by the rates of the North agent, joining with the North Pacific and Columbia shippers.

In recent tests at the Washington Experimental Tank with a 20ft. model, the tow-rope resistance was measured when the vessel was proceeding at 15 knots, and was rolling under the action of waves through an angle of 25 deg. The model was fitted with a Sperry stabiliser, and the tow-rope resistance was again measured when the model was proceeding at the same speed again under the action of the waves in the tank, but with the stabiliser in operation. In this latter case the tow-rope resistance was 10 per cent. less than when the model was free to roll. This saving does not take into account the yawing which always accompanies rolling, as in the experiments the model was so secured that it could not yaw. In practice, however, it has been found that when a vessel is stabilised she loses all tendency to yaw, and can be steered with as little helm as when she is proceeding in calm water.

GENERAL NOTES.

The plan projected considerably to develop the Anglo-P

## NEWS SECRETS.

## SIGNING THE PEACE TREATY.

HOW THE NEWS WAS SENT TO LONDON.

In a lecture on International Telegraphic News to students of journalism at London University, Sir Rodrick Jones, Chairman and Managing Director of Reuter's (Limited), said that so-called scoops were rarely the result merely of good luck. They were more often the result of weeks or months of careful preparation, direct or indirect, of swift decision, and of particularly swift action the moment the news became news.

Sometimes that moment took one by surprise and might find one unprepared. It was then that the really efficient correspondent showed his worth. He brushed aside everything, he sacrificed everything, he subordinated everything, to rushing his news to the telephone, or to the telegraph, or both, and to being ahead of his rivals if only by a single minute. If by five or fifteen minutes so much the better.

The most dramatic fact about the Peace Treaty at Versailles was the signature. In order that they should be first in announcing this great fact to the world a certain news organisation made elaborate arrangements telegraphic, wireless, motor, and other, down to the smallest detail, for days beforehand, so as to secure swift transmission to London. In the final event several correspondents belonging to the organisation, posted at different points between Versailles and London, were concerned in the transmission.

## WORKING A "SCOOP."

By means which need not be discussed, a Mr. A. had secured a place inside the Salle des Glaces. He wrote: "Despite the fact that I had practically a front seat, and so was far away from the door, I managed, by alternately trampling upon and crawling over people, to get out first to my special telephone with the news that the Germans had signed; I was the first person to send it from Versailles."

"B. was at the back of the Galerie des Glaces, and that is on the road along which I had to pass. When I saw me dash through the Chamber his face lighted up. 'You have it?' he cried. 'Yes,' I said, and bolted on. We had a special line direct from the Palace to our central office in Paris." C. there took my message down instantaneously, and inside a minute he was through to D.

D. had hypnotised the French official in charge of our line to London with the idea that Lloyd George, Clemenceau Wilson, and Waley Cohen (Colonel Cohen was the head of the British Communications Service at the Peace Conference) had stop watches in their hands, waiting to see how soon the news would be got through to London. The spell was effective, for D. was in touch with E., standing by at the London end, under a couple of minutes." This correspondent had the news in London long before anybody else, and as a result his organisation was easily first in giving it to the world.

## WIRELESS PROPAGANDA.

Wireless, while a most valuable auxiliary to the means of communication, was not going to displace the cable—certainly not in the near future. Against one aspect of its use, if ever it was extended to this country, the public would have to raise its voice, and that was the circulation of news by Foreign Governments containing insidious inferences. After representations made to them the Marconi Company frankly abandoned the idea they once held of becoming publishers of wireless news in Britain.

Viscount Burnham, who presided alluded to the high reputation Sir Rodrick Jones earned in South Africa, and paid tribute to the prominent position occupied by Reuter's as a news agency. Its conduct, he said, had been characterised from the earliest days of its history by an integrity as well as an intelligence that had won world-wide recognition, and it stood to-day just as high as ever it did.

CAN YOU AFFORD THE RISK?

WERE you ever plagued with a severe attack of cramp colic or diarrhoea without a bottle of hamperin' oil and Quassha Remedy in the house? Don't let such a time as this or two will give you a headache and possibly he call it, and it never fails even in the most severe and dangerous cases. For sale by all Chemists and Storeskeepers.

## WHEN CORRESPONDENTS DIFFER.

The *China Mail*, (July 6) says: "It is interesting indeed to study how newspaper editors serve up the news for their readers. The headings and subheadings if studied closely, will invariably indicate the prejudices and real sentiments of the editor. Take for instance a report from a correspondent relating to the capture of Wuchow, which was published in the *South China Morning Post*. The editor put a sub-heading in big type 'Wuchow Looted.' At a first glance one received the impression that the Kwangtung troops after entering Wuchow committed outrages against the inhabitants and looted the stores. But after reading the report through, you fail to find anything that would justify such a sensational heading.

A great deal of credit is given to the British Vice-Consul Mr. Sly, for his excellent work in saving the city from the horrors of bombardment. Mr. Sly deserves the credit, and should receive the thanks of the Wuchow people for his valiant efforts on their behalf. But we believe Mr. Sly would be the last one in the world to claim that the occupation of Wuchow by the Cantonese troops was accomplished by his efforts. Wuchow was besieged; the fort had been taken; Chen Ping-kun had fled on the 23rd. Only a few hundred Kwangsi soldiers remained in the city. Its fall was only a matter of a few hours bombardment by the Kwangtung Gunboats. What Mr. Sly most probably accomplished was the prevention of looting by the Kwangsi troops before they evacuated the city. It is foolish to say the Kwangtung army gained an easy victory and make it appear that Wuchow was evacuated by the Kwangsi soldiers entirely because of the persuasive arguments of Mr. Sly.

Something more solid and substantial than arguments made the Kwangsi army take to its heels. The advance and attack of the Cantonese soldiers in force mad- Mr. Sly's words seem good common sense.

As to the looting of Wuchow by the Cantonese troops, some houses were searched and the soldiers took away articles of wearing apparel; it is claimed. But instead of general looting there was only a few isolated cases reported. A correspondent to the *China Mail* wrote: "While Wuchow was saved from fighting and plunder, thanks first to the efforts of Mr. Sly and next to the strong measures taken by the Kwangtung authorities to suppress pillage, some of the villages further up the river are reported to have been looted by the retreating Kwangsi forces. Perfect order prevails in Wuchow itself, thanks to the determined efforts of the Kwangtung authorities who are gradually gaining the confidence of the populace."

From the above, we see that the *South China Morning Post* has scarcely type greatly exaggerated the small offences of the Cantonese soldiers while no mention was made at all regarding the looting committed by Kwangsi troops. If looting is done by the invading army during the first flush of victory and before officers can get to the scene, it is not anything unusual, for the same has happened even among the best disciplined troops. But when the defenders turn about and loot their own towns, it is extremely reprehensible.

That brings us back to the point. By headings and sub-headings editors reveal their bias. Do we need to be told on what side the sympathies of the *South China Morning Post*? The editor of that paper minimizes the victory won by the Cantonese and makes it appear that Wuchow was looted after capture. But the plain truth is the Cantonese deserved the victory which was never in doubt and, after the city was captured behaved very well.

## BRITISH LEGION FORMED.

## PRINCE AS PATRON.

## A 2,000,000 MEMBERSHIP.

Delegates of various ex-Service men's organisations met in conference at Queen's Hall in order to discuss the establishment of a British Legion, which will be composed, envisages the membership of between 2,000,000 and 3,000,000 men. Several hundred delegates were present, and the main subject before them was the welding into one comprehensive organisation the various societies and federations at present working in behalf of ex-Service men.

Mr. T. F. Lister, who presided, said in the forefront of their programme would be the question of the disabled ex-Service man, who should be removed from the ordinary competitive labour market, and by some system of allocation—compulsory, if considered desirable—be secured employment in order that he might not have to carry along with him disability the uncertainty which would follow him through life if some such system were not adopted. They would ever, he was confident, have as their care—and at no time more than to-day—the question of the unemployed ex-Service men, and he hoped they would make their contribution in a proper way to something which the country needed very much at present, which could be summarised in five words, "Good will and good management."

He hoped that whilst never neglecting the safety of the Empire they would never forget that the men who fought had a wonderful opportunity of laying the foundations of peace. The title of the new organisation was discussed, and the "British Legion" was approved by a large majority.

The conference was resumed and Mr. T. F. Lister presided over about 800 delegates. Previously the delegates had been to Whitehall, where a wreath was placed on the Cenotaph on behalf of the Provisional Unity Committee. Here the "Last Post" was sounded by Grenadier Guards, and procession, under the guidance of Major-General Sir Frederick Maurice, marched to Westminster Abbey.

The chairman said he had to acclaim with enthusiasm the election of the Prince of Wales as the first patron of the Legion. The announcement was received with prolonged cheers and the singing of "For he's a jolly good fellow."

A letter from the Prince was then read expressing his regret at being unable to attend the conference in consequence of his visit to Cornwall and the West Country, and expressing a hope that the conference would prove a complete success and that he might be furnished with a report of the proceedings. (Cheers.)

A delegate inquired if the Prince of Wales had been asked whether he was willing to become patron or president of the new organisation.

The Chairman: "The Prince was willing to accept either position (loud cheers)—but after careful consideration the Provisional Unity Committee decided to invite his Royal Highness to be a patron. (Cheers.)

For the office of president two names were submitted, Field-Marshal Earl Haig and Captain Colin R. Coote. A sailor was taken, with the result that Earl Haig was elected by 608 votes against forty-eight, amid loud cheering. Mr. T. F. Lister was elected chairman, Colonel Crosfield vice-president, and Major Cohen treasurer.

Major-General Sir F. Maurice, in moving the constitution of the Provisional Unity Committee of the four bodies now amalgamated as the first Executive Council of the Legion, expressed the conviction that they now had a thoroughly sound con-

stitution. The resolution was carried, the period of office of the council to be limited to Whitsuntide, 1922. A further resolution called for the removal of all women's labour in Government departments, and another declared that every ex-Service man should have the right to work for maintenance. On the motion of Colonel Crosfield a resolution was carried in support of the principle of the League of Nations.

Major-General Sir F. Maurice stated that the total amount received by the Unity Relief Fund amounted to £175,932, of which £150,000 came from the National Relief Fund on condition that this latter amount was

## MODERN NAVAL ACTION.

## A PERSONAL NARRATIVE.

## "I PLAYED THE GAME."

"Tell my people that I played the game and stuck it out." Those were almost the last words of Commander Rudolf Verner, of the Royal Navy, when his shattered arm had been amputated, and young and active as he had been, he gladly yielded up his spirit in the cause of King and country. He came of fighting stock; from his father, as well as from his mother, he had inherited great traditions of sacrifice and service. In issuing a memorial volume, with coloured and other plates of technical value, of his son's career, notable for many reasons, Colonel Willoughby Verne has not merely satisfied a natural instinct, but has given the nation, for its inspiration, a book which it will do every man and woman, and, particularly, every British boy, whatever the class to which he belongs, good to read.

Commander Verner was a typical Englishman, moulded by his contact with the great Service of Drake, Hawkins, and Frobisher, as well as of St. Vincent, Collingwood, and Nelson. In these pages the story is told in simple language of his early years, and then of what he counted to be the supreme good fortune—appointment as gunnery officer and first lieutenant of the battle cruiser "Inflexible," which shared with her sister ship, the "Invincible," in the honours of the Battle of the Falkland Islands, the most decisive engagement since Trafalgar. These pages contain a first-hand account of the events which led up to the destruction of Admiral von Spee's squadron, and the avenging of the defeat of the gallant Cradock. This is a tale which ought not to have continued to be buried in the archives of the Admiralty, and it speaks well for the good sense of "my lords" that they have raised no objection to its wider circulation. It was the first personal narrative of a modern naval action, to be put on paper; it preserves the impressions of a naval officer in the hour of triumph, as the later chapter dealing with the intervention of the "Inflexible" in the grim tragedy of the Dardanelles, tells of defeat swallowed up in victory. If later generations want to know how an Englishman could die for his country in this twentieth century, they can turn to this book, "The Battle Cruisers at the Action of the Falkland Islands."

When we come to the episode of the Dardanelles, we read how the "Inflexible" steamed up the Straits under a ball of fire from three-quarters; the fore-bridge became a mass of flames; then a shell struck the foreign yard; only a few feet above the fore-control station; the post of danger where Commander Verner and some others were no doubt, and bursting sent its fragments downwards, perforating the roof and sides of the control. Three of the men were killed instantly, and Commander Verner and Lieutenant Blaker, who was with him, as well as four of the five remaining lower deck ratings, were struck down. For some time the wounded had to remain in this blazing Inferno, for rescue was impossible. Their sufferings need not be described; the commander, though he had received terrible injuries, remained conscious, collected, and filled with that pride which Nelson exhibited in his last hour, sending, among other messages, by the ordinary mechanical means of communication, one to the captain that he was unable "to carry on." He died soon after removal to the hospital ship. This volume, with his valedictory words, "Tell my people that I played the game and stuck it out," is a worthy legacy to future generations. It was such men as these who died that we might live. The time of the publication of this memoir, with all it suggests, is opportune.

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## SINGAPORE'S TRADE.

## STARTLING FIGURES.

## MILLIONS LOST IN IMPORTS AND EXPORTS.

Some startling figures are embodied in the official return of imports and exports of the Straits Settlements for the quarter ended March 31. Compared with the corresponding period of last year imports have decreased by \$10,591,072, equivalent to \$21,069,958, while exports have fallen to the extent of \$21,463,180, or \$25,137,370. Imports into Singapore decreased by \$13,423,437, into Penang by \$40,311,574, and Malacca \$8,561,061, and exports fell short of the 1920 figures as follows: Singapore \$15,326,657, Penang \$44,053,669 and Malacca \$12,052,054.

Taking the various settlements, it is found that imports for the first quarter of this year were as follows: Singapore \$131,545,941, Penang the complete imports and exports by rail are not obtainable for the return \$28,333,064, Malacca \$3,848,668, as compared with \$28,989,378, \$69,684,838 and \$10,704,729, respectively, for the same quarter of 1920. Export statistics show: Singapore \$81,160,184, Penang \$26,110,849 and Malacca \$4,968,678, the corresponding totals for the first quarter of last year being \$240,483,841, \$64,164,318, and \$17,051,532, respectively. These figures amount roughly to a falling away in trade during the first three months of the current year, as compared with the opening quarter of 1920 by a half in value in imports and a third in exports.

Taking the various headings, it is seen that under live animals, food and drink, and narcotics the imports have decreased in value from \$131,679,683 to \$88,094,815 and the exports from \$76,120,885 to \$43,026. Raw materials—sheep falling off from \$180,307,036 to \$61,773,752 in imports and \$193,728,000 to \$41,840,502. Manufactured articles have likewise fallen away, the imports for the first quarter of last year being \$63,352,266 against \$46,853,797 as compared with \$21,241,383 for January, February and March of the current year. In coin and bullion there is a remarkable drop. In the first three months of 1920, the total value imported amounted to \$126,581,420, of which no less than \$115,389,213, compared with \$149,330, was in gold coin, while the export for this year up to March 31 shows an importation of coin and bullion totalling only \$12,444,532. Exports, too, are of equal interest. The statistics show that in the first three months of 1920 the total value of coin and bullion sent away from the Colony was valued at \$54,659,785, while in the corresponding period of this year the figure was only \$6,580,041.

RUBBER STATISTICS.

Referring to some of the specific items mentioned in the report, there is included under-gums, dyes and resins such articles as Benjamin, Dragons Blood, sticklac, saponin, all of which are well-known to the very latest arrival here, but that which concerns us most in the category is Para rubber. In the first quarter of 1920 there were imported into the Colony 666,350 piculs, valued at \$80,671,476 whereas in the second quarter of 1921 the imports from \$2,254,278 million odd was imported, against \$5,260,281. Condensed and sterilized milk value \$2,229,724 was imported into the Colony, and \$1,926,814 was exported. Sago flour showed a reduction in imports from \$2,083,072 to \$357,834, and in exports from \$3,031,739 to \$597,044. The importation of black pepper amounted to \$131,220 compared with \$2,763,227, the exports being \$172,890 against \$4,044,351. Sugar to the value of \$6,209,127 was imported, and \$3,424,590 worth exported compared with \$4,897,629.

Embracing the minister and saying she wished to make a confession of sin inflicted in her past life, a woman entered the pulpit at Trinity United Free Church, Ayr, as confession was being pronounced. A church officer on entering the pulpit to remove her was also embraced, and afterwards several people in the road outside. The woman was taken away by friends.

## DAIRY FARM NEWS.

## REDUCTION IN PRICE OF BUTTER.

"Daisy" - \$1.45 per lb.

"Dairymaid" - 1.35 "

"Pastry" - 1.15 "

## THE DAIRY FARM, ICE &amp; GOLD STORAGE CO., LTD.

## WHITEAWAY, LAIDLAW &amp; CO.

HONGKONG.

Have Just Received a New Shipment of

## PYREX

TRADE MARK REGISTERED

## TRANSPARENT OVEN WARE

Saves Fuel, Food and Labor

PYREX saves about one-half the fuel usually required, because it absorbs nearly all the heat and cooks food quickly.

PYREX saves food in many ways. Meats, vegetables, etc., when cooked in PYREX, retain their natural color and flavor to such a degree that economy may be practised in buying the less expensive kinds and yet have delicious food. Most foods are easily cooked on top of the stove can be better prepared in the oven.

PYREX saves labor—it is always free from grease and odors, for nothing can penetrate the hard smooth surface. You can wash it as easily as your china and silver.

Every practical shape and size for baking is made in PYREX. It is ready for immediate use and never discolors, rusts, cracks, deforms or chips.

BAKING DISHES OVAL

No. 400 Oval Shallow Ex 9" or \$1.50

No. 401 " 10" 1.75

No. 402 " 12" 1.95

No. 403 " 18" 2.25

BAKING DISHES ROUND

No. 120 Round Deep 21 qt \$5.00

No. 121 " 21 " 4.50

No. 122 " 24 " 3.25

No. 123 " 27 " 2.75

No. 124 " 30 " 2.00

GENERAL UTILITY DISHES

THURSDAY, JULY 7, 1921.

## THE CHINA MAIL.

NOTICE TO SHIPPERS AND  
PASSENGERS.  
OF INTEREST TO MALARIA  
SUFFERERS.PROJECTED DEPARTURE-  
CHINA COAST, ETC.

## SWATOW.

July 8—D. L. Haibong.  
10—I.C.S.N. Choyang.  
11—C. D. Hydram.  
12—I.C.S.N. Loang.  
13—D. L. Haiching.  
13—C. N. Chusan.  
14—O. S. K. Sochu Maru.  
15—D. L. Haibong.

## AMOY.

July 8—D. L. Haibong.  
10—D. L. Haibong.  
14—O. S. K. Sochu Maru.  
15—D. L. Haibong.

## FOOCHOW.

July 8—D. L. Haibong.  
12—D. L. Haibong.  
15—D. L. Haibong.

## SHANGHAI.

July 8—O. N. Yingchow.  
10—I.C.S.N. Choyang.  
11—I.C.S.N. Haipan.  
12—C. N. Shantung.  
14—C. N. Semin.  
14—C. N. Suwan.  
17—I.C.J.L. Tjilawong.  
18—M. M. Porthos.  
19—C. N. Sinking.  
Aug. 8—B. F. Akabing.

WEIHAIWEI AND CHEFOO.

July 8—C. N. Kueichow.

## TIENTSIN.

July 8—I.C.S.N. Chiping.  
11—C. N. Kueichow.

## TSINGTAO.

July 8—C. N. Yingchow.  
10—I.C.S.N. Choyang.  
16—C. N. Solyang.

## PUKOW.

July 12—C. N. Shantung.  
19—C. N. Sinkiang.

## TAKAO.

July 14—O. S. K. Sochu Maru.

## KEELUNG.

July 10—O. S. K. Kaijo Maru.

HAIPHONG AND HOIHOW.

July 12—I.C.S.N. Loisang.

## SAIGON.

Aug. 3—A. L. Late Onwa.

## SINGAPORE.

July 23—C. M. China.

Aug. 3—A. L. Lake Onawa.

Sep. 16—C. M. Nite.

## BANGKOK.

July 19—I.C.S.N. Loesang.

13—C. N. Chuan.

Aug. 1—O. S. K. Kishu Maru.

PHILIPPINE ISLANDS, ETC.

## MANILA.

July 8—I.C.S.N. Longgang.

15—S. & D. West Hanchau.

20—B. F. Protalans.

20—C. M. Taihibus.

20—C. M. Kanking.

Sept. 8—B. F. Tyndarens.

Oct. 13—B. F. Protalans.

Nov. 8—B. F. Ixica.

22—B. F. Taihibus.

## SANDAKAN.

July 12—I.C.S.N. Hizank.

## JAYA PORTS, ETC.

July 8—I.C.J.L. Tjiboda.

19—I.C.J.L. Tjiboda.

28—Nanyo Y. K. Meester Maru.

INDIAN PORTS, ETC.

## CALCUTTA.

(Via Rangoon).

July 12—I.C.S.N. Kameng.

13—N.Y.K. Muoran Maru.

14—B. L. Terilla.

28—B. I. Gregory Apar.

BOMBAY AND COLOMBO.

July 8—P. & O. Dilwara.

AUSTRALIAN PORTS.

SYDNEY AND MELBOURNE.

July 14—A. O. Changsha.

19—N. Y. K. Niku Maru.

23—E. & A. Kanoya.

23—N. Y. K. Aki Maru.

23—E. & A. Victoria.

23—E. & A. St. Albans.

Sept. 10—E. & A. Eastern.

## JAPAN PORTS.

July 8—I.O.B.N. Komakai.

11—P. & O. Tairas.

19—N. Y. K. Tama Maru.

17—N. Y. K. Aki Maru.

17—Nanyo Y. K. Sway Maru.

18—M. H. Portor.

10—P. & O. Kaiman.

22—B. P. G. C. G.

21—P. & O. Manila.

21—J.C.J.L. Tjiboda.

23—B. F. Keenan.

Aug. 2—P. & A. St. Albans.

11—B. F. Ningchow.

15—B. F. Glaciam.

21—B. F. Elponor.

Sept. 1—P. & O. Kamala.

13—P. & O. Sunda.

24—P. & O. Sardina.

Oct. 11—P. & O. Karnala.

## AMERICAN PORTS.

## VANCOUVER.

July 12—I.C.P.O.S. Empress of Japan.

21—I.C.P.O.S. Empress of Asia.

Aug. 3—I.C.P.O.S. Empress of Asia.

18—I.C.P.O.S. Empress of Asia.

22—I.C.P.O.S. Manila.

24—B. F. Irian.

25—I.C.P.O.S. Taliwhine.

Sept. 1—I.C.P.O.S. Empress of Asia.

20—I.C.P.O.S. Empress of Japan.

Oct. 8—I.C.P.O.S. Tyndarens.

12—I.C.P.O.S. Empress of Asia.

20—I.C.P.O.S. Manila.

22—I.C.P.O.S. Portor.

23—I.C.P.O.S. Irian.

## HAMBURG.

July 20—I.C.R.A.L. Briele.

Aug. 18—I.C.R.A.L. Radie.

Sept. 16—I.C.R.A.L. Tjiboda.

Oct. 18—I.C.R.A.L. Admire.

## BANKS.

ASIA BANKING CORPORATION  
(AN AMERICAN BANK)

CAPITAL ..... U. S. \$ 4,000,000  
RESERVE & UNDEFERRED PROFITS: ..... U. S. \$ 1,450,000

## HEAD OFFICE:

## SAN FRANCISCO.

HEAD OFFICE FOR THE OIENT,  
SHANGHAI.

CANTON, HANKOW, MANILA, TIENSIN,  
CHANGSHA, PEKING, SINGAPORE.

D. M. BIGGAR,  
Manager.

FARES FOR PUBLIC  
VEHICLES.

## CHAIRS.

I.—In Victoria, with two Bearers.  
Quarter hour ..... 10 cents  
Half hour ..... 20 .....  
One hour ..... 25 .....  
Three hours ..... 50 .....  
Six hours ..... 70 .....  
Day (6 a.m. to 6 p.m.) ..... \$1.00 .....  
If the trip is extended beyond Victoria, by 50 per cent.

Between the hours of 8.30 p.m. and 6 a.m. the above fares shall be increased by 50 per cent.

II.—Beyond Victoria, with four Bearers.

Hour ..... 0.90 cents  
Three hours ..... \$1.00  
Six hours ..... 1.50 .....  
Day (6 a.m. to 6 p.m.) ..... \$1.00 .....  
III.—In the Hill District.  
With 2 Bearers With 4 Bearers.

Quarter hour ..... \$0.15 ..... \$0.20 .....  
Half hour ..... 0.30 ..... 0.40 .....  
One hour ..... 0.50 ..... 0.60 .....  
Two hours ..... 0.50 ..... 0.60 .....  
Three hours ..... 0.70 ..... 1.00 .....  
Six hours ..... 1.00 ..... 1.50 .....  
Day (6 a.m. to 6 p.m.) ..... \$1.00 .....  
IV.—In Kowloons.

Quarter hour ..... 5 cents  
Half hour ..... 15 .....  
Ten minutes ..... 5 cents  
Quarter hour ..... 10 .....  
Half hour ..... 15 .....  
One hour ..... 30 .....  
Every Subsequent hour ..... 30 .....  
Fares for journeys beyond the 11th mile to be a matter of previous arrangement in each case.

The fares here set out to apply to one person with three coolies from Tim Sia Hau.

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THURSDAY, JULY 7, 1921.

## ENTERTAINMENTS



WO - - At 2.30, 5.15, 7.15 & 9.15  
PING - - JACK DEMPSEY  
IN - -  
THEATRE "DAREDEVIL JACK"

at 5.30 and 9.15

"ALF'S  
BUTTON"



TEL 2511. HONGKONG THEATRE. TEL 2511.

TONIGHT, at 5.15, & 9.15  
CARMEL MYERS

IN - -  
"THE LITTLE WHITE SAVAGE"  
American News. Cartoon Comedy.

THEATRE ROYAL  
RETURN VISIT OF THE  
H. B. WARING CO.  
LAST THREE NIGHTS  
TO-NIGHT  
at 9.15 p.m.  
"MERELY MARY ANN"

FRIDAY July 8. MRS. GORRINGE'S NECKLACE  
SATURDAY July 9. "THE PURSE STRINGS"  
Prices: \$4, \$2 and \$1.  
Booking at MOUTRIE'S.

casualties, but undismayed, it leapt to the attack at 1 p.m. gallantly led by Lieut. Colonel Gilson, who on that day gained the D.S.O.

There were 100 yards of open to cross to the edge of Trones Wood, only 100 yards, but that 100 yards cost the Battalion some 50 per cent. of its strength in casualties. Colonel Gilson, severely wounded, Captain Mumford took the place only to be immediately killed; but led and inspired by the Adjutant, Lieut. Shepherd, M.C., the Battalion reached the Wood and closed with the Germans, and finally after a tremendous struggle succeeded in getting a foothold in the wood and in capturing Malak Horn Farm, French on the right of it, and connecting up directly with the French on the immediate right. The strength was now only 100 Officers and some 140 men, and the Battalion could get no further, but nothing could loosen its grip of the wood, and in spite of heavy counter attacks all that night and on the succeeding morning, which reduced its numbers still more, the ground was held triumphantly against all the attempts of the enemy, until the Battalion was relieved on the 9th July.

The strength of the Battalion on going into the line on the 7th was approximately 500, on coming out on the 8th, it was 120, a loss of 58 per cent. For its gallant conduct and devotion on this occasion, the Battalion was highly commended by the Brigade and Divisional Commanders and was mentioned in despatches by the Commander-in-Chief, as well as in the French Order of the Day.

Several decorations were awarded to Officers and men of the Battalion for gallantry in action, Lieut. Colonel Gilson receiving both the Distinguished Service Order, and the Russian Order of Saint George. Only two of the Officers emerged from the battle unscathed; the remainder were all either killed or wounded.

Printed and Published for the Concerns by the Editor, G. William Cade BURRITT, at No. 6, Wyndham Street, Bayswater.

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## TO-DAY'S CABLES.

(Reuter's Service to the China Mail)

## EMPIRE COMMUNICATIONS.

## COMMITTEE TO CONSIDER FULL DEVELOPMENT.

## AUSTRALIAN PREMIER'S PREDICTION.

LONDON, July 7.  
The Imperial Conference discussed inter Empire communications and decided to establish a committee with Mr. Winston Churchill as chairman and representatives of Canada, Australia, New Zealand, South Africa, and India to consider in consultation with the Board of Trade, the Air Ministry, and the Post Office the question of practical means available at present for the development of imperial communications by sea, air, cable, and wireless, and report as soon as possible. The speeches were very long. Mr. Hughes urged the need of the various parts of the Empire for having constant speedy inter-communication with each other also with Britain. He predicted that the day was not far distant when the Dominions premiers would be in constant wireless communication. He saw no alternative if the real participation of the Dominions in empire affairs were to be attained.

## NEWS PROPAGANDA IN FAR EAST.

Mr. Hughes urged that greater attention be paid to imperial public opinion. It would become a dominant factor with regard to the Empire's future, yet the columns of the British Press pitifully travestied the truth as regards conditions obtaining in all the Dominions. He admitted that the cause was due to the fact that every word cabled cost from 7s. 6d. to 9s. He outlined the wireless situation throughout the Empire and laid stress on the need for complete modernisation of the system. He pointed out how America had flooded the world, especially the Far East, with propaganda news services.

Mr. Meighen, Premier of Canada, concurring as regards the paucity of news, drew attention to the fact that it was not that news was not signalled but because the newspapers generally did not print Dominion cables. The press was in the position of simply selling what goods were in chief demand.

Mr. Smartt, South Africa, who concurred, said that it was very difficult to suggest a remedy but very important to find one.

## OBITUARY.

## LORD BALFOUR OF BURLEIGH DEAD.

LONDON, July 7.

The death is announced of Lord Balfour of Burleigh. [Alexander Hugh Bruce, K.T., P.C., G.C.V.O., sixth Baron of Burleigh, whose family's title was attainted in 1715 for the rising of 1715 and only restored to him in 1869, held a number of important posts, including that of Secretary for Scotland from 1895 to 1903, and Chairman of the Committee on Commercial and Industrial Policy after the War from 1916 to 1917. He owned about 3,000 acres.]

## CHINESE CUSTOMS DUTIES.

## PROPOSED REVISION OF TARIFFS.

LONDON, July 6.

In the House of Commons, replying to Mr. R. Waddington, Sir William Mitchell-Thompson, Parliamentary Secretary, to the Board of Trade said that he was not aware that the Chinese Government was proposing to raise the customs duty from five to ten per cent. He gathered that it was proposed to revise the tariff in order to increase the duties to the equivalent of an effective five per cent. The Treaty Powers were considering this.

## A PACIFIC ALLIANCE.

## BRITAIN, THE UNITED STATES AND JAPAN.

## AN INTERESTING REPORT.

LONDON, July 7.

A telegram from New York to the Philadelphia Public Ledger declares that official overtures have been made to America to join the British and Japanese in an agreement as regards the Pacific and the suggested three-party agreement is receiving the very serious consideration of the United States Government.

## LATEST SHIPPING NEWS.

## ARRIVALS.

The s.s. "Yingchow," Capt. G. Byers, 1,216 tons, arrived this morning at 6 a.m. from Swatow with 200 tons of general cargo.

The s.s. "Empress of Japan," Capt. A. V. R. Lovegrove, 3,039 tons, arrived this morning at 8.25 a.m. from Woosung, with 116 packages of silk and 160 tons of potash.

## DEPARTURES.

The s.s. "Ticendore," Capt. van Wyck Jurriaanse, sailed for San

Francisco via Milne, at noon to-day with 10 tons of general cargo.

The s.s. "Soochow," Capt. Monkman, sailed for Shanghai via Amoy at 4 p.m. to-day with 500 tons of general and through cargo.

## CLEARANCES.

The s.s. "Mabon," Chinese flag, to-day and will sail for Hangzhou at 7 a.m. to-morrow.

The s.s. "Archur," American, cleared to-day and will sail for New York via Manila at 8 a.m. to-morrow.

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"TEUCHER" 11th Aug. London, Rotterdam & Hamburg  
"TELESIAS" 16th Aug. London, Amsterdam & Antwerp  
"ATREUS" 30th Aug. London, Amsterdam & Antwerp

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"AGAMEMNON" 20th July Liverpool & Glasgow  
"EURYFYLIUS" 31st Aug. Genoa, Marseille & Liverpool

## PACIFIC SERVICE (via Kobe and Yokohama)

"PROTEUSLAUS" 3rd Aug. Victoria, Seattle and Vancouver  
"IXION" 24th Aug. Victoria, Seattle and Vancouver  
"TALTHYBIUS" 14th Sept. Victoria, Seattle and Vancouver

## NEW YORK SERVICE (via Suva or Panama)

"HELENUS" 6th Aug. via Suva

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"ASCANIUS" 7th Sept. for Liverpool

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## WEATHER REPORT.

July 7. Sh. 38cm.—Local signal No. 4 hoisted.

July 8. 11th. 55m.—Warning to Hongkong, Macao, Tamsui, etc. A severe typhoon with 50 miles of Lat. 30° N. and Long. 108° E. moving W. N. W.

July 7. 11th. 85m.—Pressure has increased slightly at Hongkong, and decreased moderately at Haiphong. It is nearly stationary at other reporting stations. At 5 a.m. the typhoon was near the centre of the Gulf of Tongking, moving W. N. W.

Hongkong Rainfall for the 24 hours ended at 10 a.m. to-day, 1.25 inches. Total since January 1st, 63.41 inches, against an average of 41.87 inches.

Forecast for the 24 hours ending at noon on July 8th.

—Hongkong to Gap Rock

N.E. winds moderate, fair.

—Formosa Channel. The same as 10.1.

3—South coast of China between Hongkong and Lantau. The same as No. 1.

4—South coast of China between Hongkong and Hainan. Easterly gale, moderating.

## ROYAL OBSERVATORY, HONGKONG.

## DAILY WEATHER REPORT.

JULY 7, 1921.—a.m.

Station: Hong. Temperature. Humidity. Wind. Force. Weather.

Station	Hong.	Temperature	Humidity	Wind.	Force.	Weather.
Vividstock	6	-	-	-	-	b
Nearro	6	-	-	-	-	b
Edendale	6	-	-	-	-	b
Colts	6	-	-	-	-	b
Kingsland	6	-	-	-	-	b
Latima	6	-	-	-	-	b
Ishigaki	6	-	-	-	-	b
Wentworth	6	29.68	89.85	N	1	of
Hankow	6	-	-	-	-	-
Changsha	6	-	-	-	-	-
Changsha	6	29.16	78.95	SW	1	o
Changsha	6	29.05	81.73	SW	1	o
Changsha	6	29.57	78.75	SW	1	5
Changsha	6	29.83	78.75	SW	1	b
Cathay	6	29.68	78.75	-	0	b
Palman	6	29.82	78.75	-	0	b
Palman	6	29.84	78	-	0	b
Pescadores	6	29.63	78	SW	2	b
Garrison	6	29.78	76.05	E	2	b
Hongkong	6	29.78	81	SW	2	b
Gap Rock	6	29.76	81	SW	2	b
Wesley	6	29.72	79	SW	2	b
Rothchild	6	-	-	-	-	-
Holloway	6	-	-	-	-	-
Conrad	6	-	-	-	-	-
C. S. J. St. John	6	-	-	-	-	-
America	6	-	-	-	-	-
Douglas	6	-	-	-	-	-
Malaya	6	-	-	-	-	-
Lorraine	6	-	-	-	-	-
India	6	-	-	-	-	-
Malaya	6	-	-	-	-	-
Tambo	6	-	-	-	-	-
Kalyan	6	-	-	-	-	-

## C. W. Jervis, Director.

Hongkong Observatory, July 7, 1921.

1. Barometer reduced to 30 degrees Fahrenheit, on the level of the sea in twelve tenths and hundredths.

2. Thermometer in the shade indicated Fahrenheit.

3. Hygrometer, in percentage of saturation, the humidity of air saturated with moisture being 100.

4. Direction of Wind, to two points.

5. Force of Wind, according to Beaufort Scale.

6. State of Weather, blue sky, detached clouds, 1/2 full, 1/4 overcast, 1/2 cloudy